

INTIMATION.

THE

HONGKONG DISPENSARY

has just received French Supplies of

WHOLESALE
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DELICIOUS SWEETS.

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These include—

CADBURY'S SPECIAL CREMES
PÂTE D'ABRICOT, JORDAN ALMONDS

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DESSERT CHOCOLATE.

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ORANGE PASTE, ORANGE ROLLS

No. 1.

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Together with the Latest Novelties in

FANCY BOXES.

which are very suitable as Seasonable Presents
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CONFECTIONERY AND CONSERVES

in Large Assortment

from the BEST PARISIEN HOUSES.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 9th November, 1895.

NOTICE TO CORRESPONDENTS.

Our communications relative to the news columns
should be addressed to THE EDITOR.Correspondents must forward their names and addresses
with communications addressed to the Editor, not
for publication, but as evidence of good faith.All letters for publication should be written on one
side of the paper only.No anonymous or signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.Telegraphic Address: PANG
P. O. Box 20. Telephone No. 12.

DEATH.

At Kobe, on the 17th November, W. C. BOONER,
a native of Amsterdam, Holland, in his 57th year.

The Daily Press.

HONGKONG, NOVEMBER 29th, 1895.

A CORRESPONDENT in the *China Mail*, signing himself "Physician," ascribes the fever so prevalent this year to the drainage system. More weight would have been attached to this expression of opinion had the writer given his own name. Far be it from us to decry anonymity in the discussion of public questions; on the contrary, in dealing with matters of argument and opinion on known and recognised facts it is conducive to impartial judgment that the views of those taking part in the discussion should be presented simply for what they are worth on their merits without any extraneous importance or otherwise they might derive from the disclosure of the identity of the writer. On purely technical and professional questions, however, questions on which the average layman is not supposed to be able to form an opinion for himself, we must necessarily be guided by authority, and in that case anonymous correspondence is to be severely deprecated. What a professional man is afraid to say on his own name on matters relating to his profession, he ought not to say at all. Furthermore, it is open to an anonymous writer to adopt any name or pseudonym he likes, if he can get his letter published on such terms, and doubt might be entertained in the case of a person using a professional title as to whether he was entitled to do so. We do not for a moment suppose, however, that our contemporary would open his columns to a correspondent making use of a fraudulent designation, and we are therefore compelled to accept "Physician's" letter as the deliverance of one of our local doctors, though not without difficulty, for it seems very high inconceivable that a medical man should gravely pronounce the prevalent fever to be typified in its character or deliberately express a preference for porous brick drains to glazed earthenware pipes as a material for making drains of. It is true the word "typhoid" is not used in the letter, but as the writer says the fever is caused by the drains we must assume that that is what is meant.

Our drainage system is still very far from perfect, and we believe that grave mistakes have been made in regard to it, but it is in a far better condition than it was formerly. Schemes still prevail, but that is so because the old system has not yet been altogether done away with. The Governor in his speech the other day said:—
"A special inspection of the drainage of 'private premises' was made in the early part of the year and revealed a most unsatisfactory state of affairs as regards the drains, whereas the drainage of those premises in which the new system has been introduced was found to be in 'excellent condition.' "Physician" may say that statement, as he does of another, that "whoever is responsible for it, the paragraph 'above quoted is emphatically erroneous' and 'misleading' in other words, that His Excellency's professional advisers have conspired to deceive him; but that is a conclusion that cannot be accepted by reasonable

men without sufficient proof. In considering whether the present year can be regarded as on the whole a healthy one, notwithstanding the fever, we cannot go much behind the statistics. "Physician" accounts for the low death rate by the very old and very young, the feeble or worn out members of the community, having been swept away in last year's epidemic; but unfortunately for that argument the classes named constitute but a small proportion of the population of Hongkong, which is mainly made up of able-bodied men. Without wandering into a wilderness of aimless arguments with reference to the precise significance of the death statistics, however, there can be no doubt that there has been an unusual amount of fever this year, and that the Peak has suffered as well as the lower levels, and perhaps more severely. The Governor ascribes the fever to the drought, "Physician" to the drains. Now it has long been recognised by medical practitioners in Hongkong that an unusually dry summer brings an unusual amount of sickness, and the summer this year having been the driest on record it was to be expected, if there is any foundation for the theory of the doctors, that the health of the community should suffer. On the other hand, in opposition to the theory that the sickness is caused by the drains, we have the fact that fever was much more prevalent in the colony, and hundreds of times more fatal, before there was a regular drainage system of any kind. It may be said that does not apply to the Peak, because that district has only been populated within the last fifteen years, and up to the present year good health has prevailed there. It is a fact, however, that the first sanitarian at the Peak was abandoned on account of its supposed unhealthiness, and that fever has never been entirely absent from the Hill District any more than from the lower levels. It may be open to question whether it is not easy to see how the large population now resident there could very well get on without one. However that may be, the Peak drainage system has now been in existence some years, and the question suggests itself, if the drainage is responsible for the fever, why did not the consequences become manifest before. Given two alleged causes for one set of consequences the layman may be as good as a doctor to form an opinion as to which is the real cause when he knows that one of the alleged causes has been in existence for years without producing the consequences in question while the other is unusual and sporadic occurrence and has always previously been followed by similar consequences.

"Physician" refers in his letter to the report of the Fever Commission. A reference to that report cuts the ground from under his feet. He says that in the improved drainage system is "the true cause" of our present unhealthy condition. Now the Fever Commission sat in 1888, before the new drainage system had been inaugurated, and it was appointed in compliance with a petition by the residents of the Western District, in which fever was at that time unusually prevalent. The Commissioners in their report find that "the chief cause of the petition being sent in" was the smell experienced in the Western District. "Physician" would have us believe that smells have only arisen since the drainage was improved. What the Commissioners found by a house to house inspection in the district was that the old houses might be said generally to be in an unsatisfactory condition. In some instances the drains were for the most part open, but the bricks were blue and consequently unsuitable owing to their porosity; the bricks, moreover, were badly laid and frequently displaced by the roots of banyan trees. The ground in the neighbourhood of such drains was sodden for a considerable depth and a mass of black filth lay on the surface. In some instances again the houses were in direct communication with the main sewer, there being no attempt, or but an imperfect one, at trapping or disconnection. The surface traps generally were very defective. These and other facts, which we need not reproduce in detail, taken in conjunction with the inadequacy of the main sewer ventilation, were regarded by the Commissioners with much concern. And that is the state of affairs to which "Physician" would have us return.

Underground drainage is under the best available conditions attended with some danger, and no system can be pronounced perfect, but to condemn the separate system as inherently inferior to the combined system seems simple nonsense. There may be conditions of climate and local circumstances under which the combined system may meet the requirements and the separate system a superfluity, but speaking generally the separate system is undoubtedly the safer of the two. In Hongkong the difference is this, that whereas formerly the sewage was drawn from the houses through defective brick drains into the storm water drains, where it was allowed to trickle over a wide section of area undergoing a process of fermentation, and putrefaction on its way, it is now conveyed to the sea in glazed earthenware pipes. How many one can maintain that glazed earthenware pipes are inferior conduits for sewage to the large storm water drains, where sometimes for six months at a stretch not a drop of rain water enters to wash it away, passes our comprehension. But the storm water drains still receive a considerable amount of sewage, because the new system has not yet been universally applied. It is time for the Government to cease halting between two opinions and grapple with this matter firmly. The insanitary state of affairs as regards the old drains, to which the Governor referred in his speech, should be once removed, legislation being passed for the purpose if necessary, and the Governor should display the courage of his opinions and insist on surface drains for the hitherto quarter. Sir WILLIAM ROBINSON'S are already publicly expressing themselves in favour of the surface system, and if he insisted on its being adopted he would have the support of public opinion. In some cases, owing to the respective levels of the houses and the adjoining streets, underground pipes might be necessary

because, as the Director of Public Works thoughtfully reminded us lately in one of his reports, water cannot be made to run up hill, but so far as possible the sewage should be led clear of the houses aboveground and discharge itself into the many sewers at a safe distance. The separate system is an improvement on the old combined system, and the substitution of surface drains for the house connections in Chinatown would be a further improvement. As to the Peak, brought to be possible to get rid of the smelly drains from there by means, but, taking things as they are, it is a large and unwarranted assumption to say that the drains are the cause of the fever prevalent in the district.

COLD water is thrown by the *Rangoon Gazette* on the project initiated by the Blackburn Chamber of Commerce of sending out a commercial mission to China. Our contemporary, commenting on the statement made by the Chamber that it is impossible to read the reports of our Consuls in China without being struck by the absolute want of effort shown by Western nations in opening out the trade of that country, says that "This is a sweeping condemnation, but is scarcely warranted by facts. Short of annexing or protecting China it is difficult to see what more could have been done than has been done in the way of forcing China to break down the old 'barriers of exclusiveness and open the 'country to foreign trade.' This is surprising, especially on the part of a paper like the *Rangoon Gazette*, which is to some extent in direct touch with Chinese affairs. What more could be done, indeed? Why, the waterways of the Empire, especially the West River, could be opened to steam navigation and foreign trade, and compliance with the transit pass regulations could be enforced. We do not suppose that any mission when it arrives will make any startling discoveries, but it will furnish the information that has been collected by the Consuls and the Commissioners of Customs, and its return will be able to bring pressure to bear upon the Government to carry into effect the recommendations that have been unavailingly made since without number. Consul after Consul has reported on the possibilities of trade development at different points, but their utterances have been as the voice of one crying in the wilderness. Not quite, however, for they have reached the Blackburn Chamber of Commerce, which is now soliciting the co-operation of the other principal Chambers of the United Kingdom, and when the merchants and manufacturers of Great Britain take united action the Government will be compelled to move. It is not information that is lacking, but the concentration of the information and its transformation into effective power. To use a metaphor, the information already collected and available is like a stock of fuel capable of generating steam only when it is put in the furnace; the proposed mission will have the opportunity of playing the parts of the engineer and stoker, and if it does its work well very valuable results may be obtained. Much is hoped from the commercial concessions obtained by the Japanese as one of the results of the late war. Still more important concessions might be obtained solely by diplomatic pressure rightly applied, and we had the movement initiated by the Blackburn Chamber as a step in the direction of bringing such pressure effectively to bear.

H. M. Gaudin's *Peggy* arrived yesterday from Canton.

H. M. S. *Daphne* went into dock at Kowloon yesterday afternoon.

We (the *China Gazette*) hear that Herr Debing and his family are leaving Tientsin shortly for Europe.

The C. P. steamer *Empress of Japan* arrived at Nagasaki 7 a.m. yesterday and left again at 4 p.m. for Hongkong via Shanghai.

This afternoon F. Co., E.B., will play A. Co., R.B. in the final round of the Hongkong Football Challenge Cup. Kick-off at 4.15.

Messrs. Seament & Co. inform a Kobe contemporary that they have sold to a Japanese syndicate the German steamer *Seigfried*, 740 tons, for £11,000.

Intelligence has been received that the Japanese transport *Atsuta Maru*, reported yesterday as missing, is safe. Particulars have not yet been received.

A great fire occurred in the native town at Hankow on the night of the 14th inst. with over 2,000 houses belonging to the poorest class of people were destroyed.

The *China Mutual Steamer Navigation*, from Glasgow, Manchester, and Liverpool, passed the Canal yesterday morning, and may be considered due at Shanghai on or about the 16th prox, and at Hongkong on or about the 20th prox.

Admiral Carpenter left for home on the 18th inst. by the O. & O. *Galleo* from Yokohama, and his flagship the *Baltimore* is timed to sail about the 19th. The *Olympia* is stated to leave for the arrival of Admiral MacArthur at Yokohama.

We are pleased to inform our readers that Prof. C. J. Whitney, the popular American reader and lecturer, is at present in Hongkong and purposes giving an entertainment at an early date, previous to continuing his tour of the world.

The Commanding Staff of the Imperial Bodyguard arrived at Ujina on the 18th inst. from Formosa. The number of officers and men was about 800. Chamberlain Hirohito delivered the Imperial message of congratulation to which Major-General Kawamura replied.

A new set of down for housing in H.B.M.'s Court in Yokohama in which Mr. H. C. Lane, an employer of Messrs. Hahn Bros. Landings Agency, etc., saw the Northern Pacific R.R. Company for \$5,000 damages for injuries alleged to have been received and time and income lost by plaintiff by falling down a hold on board the steamer *Victoria* at a time when the ship should have been closed. The case was to have come on on the 18th inst., but owing to the indisposition of Judge Morat it was postponed. It was expected that it would come on on the 27th inst.

Mr. Mochizuki Kotaro, formerly editor of the *Nichi Yei Jitsungu* at Yokohama, a Japanese journal published in London and devoted to general trade, who recently returned to Japan, is now at Tokyo on a mission under the name of the Anglo-Japanese Trade Association. The object of the association is to encourage the development of trade between the two countries, as its title indicates. The opening ceremony of the Institution took place on the 18th inst. There were present many leading members of the consular community of the Press, and several foreigners. Addresses were delivered by Messrs. K. Kaneko, Watanabe, L. T. Cooke, H. J. Owen, Dargatzidis, C. J. Cooke, J. S. Elliott, and others. The Association proposes to publish a journal in English and Japanese on all subjects relating to the trade—*Japan Gazette*.

Mr. Chikura, the Japanese Consul-General at Shanghai, has been invited to act in a similar capacity for the newly opened ports of Hangchow, Soochow, Shanghai, and Changching.

The two-masted schooner *Ujina* from Formosa on the 18th inst. with 1,776 soldiers of the Bodyguard troops, was detained at Nino-shima owing to an outbreak of cholera among the soldiers on board.

A woman named Fong Tin was summoned at the Magistrate's yesterday for giving false particulars when purloining a number of parcels. Mr. Robinson (assisted by Mr. Morrison) prosecuted, and Mr. Fong appeared for the defence. Mr. Robinson asked for an adjournment until Wednesday and said that the case was a sequel to the robbery of postal parcels for which a boy was sent to prison for two years at the Criminal Sessions. The application was granted.

The *China Gazette* says—It is reported in naval circles that Admiral Lang is coming out to China again to reorganise the new navy to take the place of that which he raised up before with much disapproving remark. But it is difficult to believe the report, which we remember the outgoing fleet which the Admiral received a couple of years back from the recently incompetent Fukienese, with the tacit connivance of Li Hung-chang, for the honour of the British navy we sincerely trust the report is not true.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 26th November.

THE NAVAL DEMONSTRATION IN THE LEVANT.

Fifty foreign war-ships are assembled in the Levant, including eighteen British.

PROSPECTS IMPROVING IN TURKEY.

The situation in Turkey is generally improving, Asia Minor is quiet, and a better feeling is apparent on the European Bosphorus.

TURKEY AND THE GUARD-SHIPS.

It is understood that the Powers are likely to insist on the docking of the guard-ships at Constantinople notwithstanding the objections raised by the Porte.

THE ARMENIAN MASSACRES.

Armenian estimates state that 40,000 victims lost their lives in the recent massacres.

NON-ARRIVAL OF THE "STREATHAVIS."

The Northern Pacific steamer *Stretthavis*, which left Tacoma on the 13th October, and was expected to arrive at Yokohama on the 26th, has not yet been received.

THE CONVEYANCE OF OPIUM IN STEAMERS.

An important case.

At the Magistrate's yesterday, before Mr. T. Sercombe Smith, Robert Wainwright, master of the steamship *Kenny Wat*, was summoned for having allowed his ship, which was a vessel of considerable size, to be used for the transportation of opium.

The case was heard by the Magistrate, who found the defendant guilty of the offence.

The defendant was fined £100 and costs.

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VESSELS EXPECTED.

THE *YOKOHAMA MAIL*.
The M. M. steamer *Coco*, with the French mail of October 25th, left Saigon on Monday, the 25th inst., and is expected to be at this port here on or about Friday, the 28th inst. This Packet brings replies to letters despatched from Hongkong on 18th September.

THE *AMERICAN MAIL*.
The F. & O. steamer *Rosetta*, with the English mail of the 1st. November, left Singapore on Sunday, the 24th inst., at 4 p.m., and may be expected to arrive at this port on or about the 28th inst. This Packet brings replies to letters despatched from Hongkong on the 26th September.

THE *AMERICAN MAIL*.
The American Steamer *Brookland*, with the American mail, left San Francisco for this port via Yokohama and Nagasaki on the 8th inst.

The M. M. steamer *Perez*, with the American mail, left San Francisco for this port via Nagasaki on the 13th inst.

THE *CANADIAN MAIL*.
The C. P. steamer *Empress of Japan*, from Vancouver, arrived at Nagasaki at 7 a.m. on the 26th inst., and will again at 4 p.m. for Hongkong, via Shanghai.

THE *INDIAN MAIL*.
The Indo-China steamer *Chelindra*, from Calcutta, arrived at Singapore for this port on the 22nd inst., at 6 p.m.

MERCHANT STEAMERS.
The China Mutual steamer *Chingpo*, from Glasgow, Manchester, and Liverpool, left Singapore, for this port on the afternoon of the 22nd inst. and may be expected here on or about the 28th inst.

The *Chingpo*, from Bombay for this port, left Singapore on the morning of the 21st inst., and is due here on or about the 29th inst.

The C. P. D. B. steamer *Hertha*, from Hamburg, left Singapore for this port on the 28th inst. and may be expected here on or about the 2nd December.

The China Mutual steamer *Kaisers*, from Glasgow, Manchester, and Liverpool, passed the Canal on the 17th at noon and may be considered due at Penang on or about the 5th prox. and at this port on or about the 6th prox.

The China Mutual steamer *Nippon*, from

Glasgow, Manchester, and Liverpool, passed the Canal on the morning of the 26th inst. and may be concluded due at Penang on or about the 16th prox. and at Hongkong on or about the 26th prox.

POST-OFFICE NOTICE.

PEAK DELIVERY closes at Post-Office at 11.30 a.m. and 9 p.m. or in Letter Boxes in the City at 12 and 3.50 o'clock. Trains. Letter Boxes at Peak will be closed at 12.50 and 4 p.m.

The Postal Guide for 1895, revised to date, will be found in the *Chronicle and Directory*, v. xx. This is the only authorised complete and correct list of Postal information published in Hongkong.

The authorised List of Mails issued in connection with this paper is the one published weekly by us in *Lat Pau*, which is corrected to a much later hour than that given below.

A MAIL WAVE CLOSURE

For Saigon.—Per Jacob Christensen, to-day, the 24th inst., at 9.50 a.m.

For Strakon, Amoy, and Tamsui.—Per *Hat-keung*, to-day, at 2.30 p.m.

For Kobe and Yokohama.—Per *Asamori*, to-morrow, the 30th inst., at 11.30 a.m.

For Straits and Canton.—Per *A. Apcar*, to-morrow, the 30th inst., at 2.30 p.m.

For Kuala and Sandakan.—Per *Mumson*, to-morrow, the 30th inst., at 2.30 p.m.

For Singapore.—Per *Meraltia*, to-morrow, the 30th inst., at 3.30 p.m.

For Singapore.—Per *Onfa*, on Monday, 2nd Dec., at 3.30 p.m.

For Singapore.—Per *Jero*, on Monday, the 2nd Dec., at 3.30 p.m.

Per Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Friday, the 6th Dec., at 11.30 a.m.

MAILS BY THE BRITISH PACKET.

The British Packet, *John Kew*, will be despatched on THURSDAY, the 5th Decem-

ber; with Mails for the United Kingdom, Europe, and countries beyond, *via* *Brisbat*; to the Straits Settlements, Netherlands India, Barmah, Celebes, Burmah, Malacca, and Gibraltar.

The usual hours will be observed in closing, the mails, &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.
When the Packet leaves at Noon.

The following hours will be observed in closing the mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 P.M. the day before.

8.00 A.M.—Posting of Prices Current and Circulars &c.

(Prices Current and Circulars may, however, be posted up to 10 o'clock if they are tied in bundles country by country, with the addresses all one way).

9.00 A.M.—Registry cases.

10.30 A.M.—Posting of newspapers, books, and patterns &c.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents *late fee* up to 11.30 A.M., after which hour they may be sent on board with the same late fee.

MAILS BY THE UNITED STATES PACKET.

The United States' Mail Packet *Afridi* will be despatched on FRIDAY, the 9th December, with Mails for Japan, San Francisco, the Sandwich Islands, Honolulu, Fero, &c., which will be closed as follows:—

11.30 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee.

INDEPENDENT WAREHOUSE

FURNITURE WAREHOUSE

LI KWONG LOONG,
CARPENTER-MAKER AND ART DECORATOR
from Shanghai, has opened a
FURNITURE STORE
at
No. 3, WYNDHAM STREET.
The only Shop in Hongkong with this name.
Where **HIGH-CLASS FURNITURE** of
every description can be made to order in any
style desired.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Limited, and other leading Establishments in
Colon, to whom reference may be made as to
the Superior Workmanship and Materials of
the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex—
"to our Dispensary and gave us every satis-
faction."

(Sd.) "A. S. WATSON & CO., LIMITED."
Orders punctually attended to and CHARGES
most moderate.

AN INSPECTION INVITED.
Hongkong, 4th February, 1895. (2272)

RUNNERS PAIR & FILE, REIMS
Established 1719
CHAMPAIGN GROWERS AND

SHIPPERS
Ship only the Finest Quality.
Extra Dry Green
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [1074]

NOT RESPONSIBLE FOR DEBTS

Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour -

Atwell & Co. str. Dumical - Doldwell, Carlin & Co. str.
ARMSTRONG APALC, Bait str., Thomson - DUNBARSON, Sels & Co.
CHITTAPONG, Sels & Co.
JACOB CHRISTENSEN, Norw. str., Hansen -
ORDEN.
JOHN & KELLY, Amr. ship, Chayman -
Arnhold, Karberg & Co.
KILSEIN MADU, Jap. str., Thomson - NIPPON -
Yusen Kolscha.
MARGONY, Bait str., Ross - BRADLEY & Co.
ORIENT, Ger. mlt., Christiansen - WIEDE & Co.
SELETER, Brit. ship, Crows - OGDON.
SWATOW, Ger. str., Brown - SJAMANN & Co.

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, AND STRAITS.

THE Steamship

"GLENFAROE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

Cargo remaining uncollected after the 30th instant will be subject to sale.

No fire insurance has been effected.

Consignees are requested to present all claims for damages and/or charges not later than the 7th proximo, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 23rd November, 1895. [2428]

NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKOHAMA, AND KORE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their goods from the wharves.

Cargo remaining uncollected after the 30th instant will be subject to sale.

No fire insurance has been effected.

Consignees are requested to present all claims for damages and/or charges not later than the 7th proximo, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 25th November, 1895. [2429]

NOTICE TO CONSIGNEES.

SS. "BENJAMIN"

FROM ANTWERP, LONDON, AND SINGAPORE.

Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

No fire insurance has been effected.

Consignees are requested to present all claims for damages and/or charges not later than the 7th proximo, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 25th November, 1895. [2430]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TELEMON"

are hereby notified that the Cargo is being discharged into Craft and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

No fire insurance has been effected.

Consignees are requested to present all claims for damages and/or charges not later than the 7th proximo, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 27th November, 1895. [2431]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MAZAGON"

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

No fire insurance has been effected.

Consignees are requested to present all claims for damages and/or charges not later than the 7th proximo, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 27th November, 1895. [2432]

VESSELS ON THE BERTH

FOR KORE AND YOKOHAMA.

THE Steamship

"AZAMOR"

Captain H. Nicholl, will be despatched as above TO-MORROW, the 30th inst., at Noon.

For Freight or Passage, apply to J. S. VAN BUREN, Agent.

Hongkong, 28th November, 1895. [2433]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Steamship

"ESMERALDA"

Captain Taylor, will be despatched for the above Port TO-MORROW, the 30th inst., at 4 p.m.

This steamer has superior accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage apply to SLEMAN & CO., General Managers.

Hongkong, 28th November, 1895. [2434]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND RED SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE, AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 11th December, 1895, at Noon, the Company's Steamer "YARRA," Commanded by Maubouge, with Mail, Passengers, Special Cargo, and Live Cattle, will leave for the above ports.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Special and Passengers until 5 p.m. on the 10th December. (Passengers not to be on board until they have taken the Company's Office).

Consular and Valued Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th November, 1895. [2435]

FOR NEW YORK.

THE 3/4 A.L. American Ship.

"JOHN R. KELLEY,"

Captain Chapman, having arrived, will leave for the above port on the 30th inst. at Noon.

For Freight, apply to J. S. VAN BUREN, Agent.

Hongkong, 29th November, 1895. [2436]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APCAR"

Captain J. E. Hansen, will be despatched for the above ports TO-MORROW, the 30th inst., at 3 p.m., and not as previously advertised.

For Freight or Passage, apply to DAVID RASSONSON & CO., Agents.

Hongkong, 28th November, 1895. [2437]

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE AND KUDAT.

THE Steamship

"MEMNON"

Captain B. Branch, will be despatched TO-MORROW, the 30th inst., at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th November, 1895. [2438]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENJAMIN"

Captain Webster, will be despatched as above on or about 7th December.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 27th November, 1895. [2439]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PERU (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at Noon.

City of Honolulu (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at Noon.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at Noon.

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VESSELS ADVERTISED AS LOADING.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

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Hongkong, 28th November, 1895. [2437]

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE AND KUDAT.

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